

time for this as anything but unfriendly, and approached me with demonstrating by my insistence that Great Britain was no more considerate than Russia. Such pressure as I was using would have a serious effect on China's friendly feelings towards us.

I said I had shown my reluctance to use threats by the patience with which I had tried to make them see the question in its true light, but that I could not let them suppose that a refusal would not expose them to great danger. I personally believed that China was sincerely desirous of Great Britain's friendship, but to the people of England the grant of a lease of Port Arthur and Tientsin was a blow, followed by a refusal to give a similar lease of Wei-hai-wei, would seem proof of a contrary feeling, which would be bitterly resented. I could wait for their answer till the next day but one, but no longer.

The Ministers said they would not be able to give me a reply one way or another, to which I answered that that answer would be equivalent to a refusal.

What would happen then? they asked, and I said that I could not tell. I should telegraph the fact of the refusal to your Lordship and to the Admiralty, who would soon hear of it, and the matter would then be out of my hands.

Two days later, however, the Chinese Government, after some further discussion, but without any fresh reference to the threat used by Sir Claude MacDonald, signified its assent.

The text of the Russo-Chinese agreement with regard to Port Arthur and Tientsin was having been published on June 3 in *The Times*, Lord Salisbury, on June 9, instructed (No. 177, p. 18) Sir N. O'Conor, then her Majesty's Ambassador at St. Petersburg, to inquire whether the published version was correct, and, if so, to make certain representations to the Russian Government. Sir N. O'Conor replied on June 14 (No. 192, p. 131).

I called on Count Mouraviev yesterday, and, in obedience to your Lordship's instructions, I inquired of his Excellency whether the Russo-Chinese Agreement published in *The Times*, of the 3rd inst., of which I showed him a copy, was a correct version of the Agreement. If so, I said that I had instructions from your Lordship to point out that the 6th Article was inconsistent with the assurances given to her Majesty's Government in his note of March 22 (April 3), as also with our treaty rights.

His Excellency replied that the Agreement was one exclusively between the Russian and Chinese Governments, which was not meant to be published, but that it would not prevent the Russian Government adhering to the assurances which had been given to her Majesty's Government, and which were quite accurately stated in the House by Mr. Curzon.

His Excellency avoided saying whether the text of the Agreement was accurate or not, and when pressed on the subject replied that he was unwilling either to admit or deny its correctness as it had been so, and strong exception were taken to this article, a request for its abrogation would probably follow, and it would be impossible for the Russian Government to amend or alter a formal convention of this kind. All he could say was that the assurances given to her Majesty's Government in regard to respecting existing treaties between China and foreign Powers would be maintained.

The most important documents in this series were those which relate to the railway and other concessions obtained for British control in China. The reported intention of the Chinese Government, in spite of many denials, to grant to a Belgian syndicate strongly backed by the Russian and French Ministers a concession for the construction of a railway from Peking to Ham-kow, in the heart of the Yang-tze Valley, was viewed by Sir Claude MacDonald with not unanxious suspicion, and on August 13 he addressed the following telegram to Lord Salisbury (No. 278, pp. 189-190):—

In my telegram of August 6, I reported that the Yamén had assured me on that date that they would not ratify the agreement with the Belgian Syndicate for the Peking-Hankow line if it were found to contain the provisions mentioned by me as to the loan being financed by the Russo-Chinese Bank.

I learnt on the 9th that the Yamén had, under the influence of Li Hung Chang, abandoned this position and intended to ratify the agreement immediately.

In view of the urgency of the matter, I addressed a note on the same day to the Yamén, in which I asked for an interview on the 10th or 11th inst., and informed them that the Chinese text of the contract had reached me, warning them at the same time that if they did not give me another interview before they ratified the agreement her Majesty's Government would look upon their action as unfriendly, and would probably insist on the same rights being given to Great Britain in all the provinces adjoining the Yang-tze.

On the evening of the 10th the Yamén answered that they would appoint a day for an interview when they had received the contract, which they said, had not yet reached Peking for ratification.

On the 11th I replied that I understood from this communication that they undertook not to ratify until they had seen me. To this they returned an evasive answer, to the effect that they were all engaged by ceremonies at the Palace connected with the Emperor's birthday, which would last some days.

I should add that I had already, on the 10th, sent them a note in which I criticized the contract in detail, stating finally that I should have further objections to bring forward at my interview with them.

I now hear on good authority that the contract was ratified yesterday, the 12th. That the ratification has thus been rushed through is undoubtedly due to the influence of Li Hung Chang, combined with strong pressure on the part of the representatives of Russia, France, and Belgium, and if heavy payment is not exacted from the Chinese Government for their bad faith, Li will persuade his colleagues that it is safer to slight England than any other Power, and any pressure which we may want to bring to bear in other matters will be without weight.

Therefore think that her Majesty's Government should insist either—

1. On a written assurance from the Yamén that if British syndicates apply for any railway concessions in the Yang-tze provinces, they shall be given on the same terms as those which France, under cover of the Belgian Syndicate, has received in the Peking-Hankow contract, and that no mining or railway concessions will be granted in those provinces unless they have been previously declined by British syndicates; or

2. On a written assurance that all railways for which British syndicates are now in treaty, that is to say—

(a) The Shan-hai-kwan-Niu-chang line; (b) The line from Tientsin to Ching-king (the latter, as I understand, in conjunction with Germans and Americans); (c) The line from Shanghai to Nanjing with its continuations and branches; (d) The lines in Ho-nan and Shan-shi, should be granted without any further delay on terms identical with those contained in the contract for the Peking-Hankow line.

The latter consists, as far as I can learn, in complete control over the construction; choice of material; working, and personnel of the line, together with an Imperial guarantee for the repayment of the loan.

The second demand seems to me to be preferable on the whole, it will be impossible to

obtain either demand without bringing great pressure to bear, and I consider that the demand should be made not as a compensatory concession, but as a punishment for bad faith.

The following extract from a despatch of the same date (No. 347, p. 260) should be read in conjunction with the above telegram:—

Peking, August 10th, 1898. In extension of my telegram on the subject of the Belgian agreement for the Peking-Hankow Railway, I have the honour to report that, having received on the 7th instant from her Majesty's Acting Consul-General at Shanghai a copy of the *China Gazette*, containing what purported to be a copy of the contract, I consulted an expert as to the effect of the financial stipulations contained in it, which as may be seen from the copy forwarded direct to your Lordship from Shanghai, were very obscurely worded. His view was that the provision for the deposit of 78,000 shares in the Russian Bank pointed clearly to an advance of the purchase-money by them.

I accordingly, when I obtained an interview with the Yamén on the 6th, laid stress on this point in the arguments I addressed to them against ratifying the agreement. It was not, of course, possible to enter upon a detailed verbal examination of the whole contract, even had the complete text been before me, and I therefore dwelt mainly on this point and on the dangerous provisions that the French text should rule, and the French or Russian Minister be the referee in case of difference of opinion between the Belgian Minister and the Yamén.

It was evident from the manner in which my arguments were received that neither Li Hung Chang nor most of the Ministers had any knowledge of the contents of the contract, for they showed unmistakable signs of alarm, ending by declaring that they would carefully examine the text when it reached Peking for ratification and refuse to ratify if the effect was as I described. They also repeated their promise to send me a copy of the contract as soon as it arrived.

The only member of the Yamén who showed full acquaintance with the contract was Li Hung-chang, who loudly denied that there was anything objectionable in it. After some discussion, Prince Ching observed that they must refuse ratification unless their doubts were satisfied.

On the 8th I received private information to the effect that the Belgian Minister had given the Yamén the fullest assurances that the Russian Bank was not financially interested, except as agent, in the transaction, and that similar assurances had been telegraphed by Sheng from Shanghai. Next day I obtained fuller information to the effect that after I had left the Yamén on the 6th the Prince and Ministers had decided to accept ratification, but that in view of the assurances they had seen received, and under the influence of Li, they had changed their minds and now intended ratifying the agreement at once.

This news reached me late in the afternoon, and there was only time to send to the Yamén a hurried note to warn them of the probable consequence of ratifying before I had again seen them; as mentioned in my telegram, I asked at the same time, in a separate letter, for an interview the next day or the day after.

Mr. Balfour, who was then in charge of the Foreign Office, replied by telegram to Sir C. MacDonald on the 17th in the following terms (No. 216, p. 192):—

With reference to your telegram of the 13th inst., inform Yamén that they must assent to your proposal No. 2, without delay, omitting from it the Shankaikuan-Newchwang Railway, which we must deal with as a separate question.

You are authorized to inform them, if you have any reason to apprehend that they will delay compliance, that unless they agree at once we shall regard their breach of faith concerning the Peking-Hankow Railway as an act of deliberate hostility against this country, and shall act accordingly.

After consultation with the Admiralty you may give them the number of days or hours you think proper within which to send their reply. The delay should not be of too long duration. It should be noted, on face of your demand, that Chingkiang concession is for Americans and Germans, if they desire a share as well as ourselves. Also make it clear that your ultimatum has nothing to do with the line to Newchwang.

A despatch from Sir C. MacDonald, dated September 24 (No. 383, pp. 285, 286, 287), reports the language held by him in fulfilment of Mr. Balfour's instructions at his next interview with the Yamén:—

The interview (on Aug. 20) lasted three hours. I reviewed the action of the Yamén in failing to keep their promise to discuss the agreement with me as soon as it arrived in Peking, and reproached them strongly with their breach of faith, informing them that her Majesty's Government was seriously affronted by their conduct.

The Prince protested vigorously that there had been no breach of faith, and that it was impossible for them to show me an unratified agreement with another Power. I had urged upon them that the agreement contained provisions detrimental both to their own interests and to the interests of Great Britain, and had they found that to be the case they would never have consented to its ratification; but, upon examination, they had found I was mistaken, and there was therefore no reason for delay. He denied in the strongest terms that there was to be any exclusive allotment of the shares in the Belgian Syndicate. All the world was to buy, and if British merchants desired to participate in the profits of this line they could buy largely when the shares were put upon the market. The Yamén had received a despatch from the Belgian Minister stating plainly that merchants of every nation could buy the shares. The Prince professed the warmest friendship for Great Britain.

I then suggested that as a proof of this friendship China should grant to British syndicates the right to build all the lines applied for by them.

The Prince at first attempted to show that the negotiations for such lines were all proceeding smoothly and that nothing was needed but a word from the Yamén to the Chinese negotiators.

To bring matters to a point I informed the Yamén that I had received telegraphic instructions from her Majesty's Government of the gravest character, which, if necessary, I should not hesitate to deliver. Her Majesty's Government considered that they had been badly treated by China in the matter of railway concessions, and now demanded from the Chinese Government the right for British merchants to build the following lines upon the same terms as those granted in the case of the Belgian line—Tientsin to Chingkiang (to be shared with the Germans and Americans); Honan and Shansi; Peking Syndicate, mines to the Yang-tze; Kowloon to Canton; Pukou to Sinyang; Soochow to Hangchow, with extension to Ningpo. The lines from Shanghai to Nanjing, and Shan-hai-kwan, to Newchwang, added, were not included in this list, as preliminary agreements had already been agreed for them, and they might be considered settled.

I concluded by promising the Yamén a written list of the lines required, and informed them that I would wait a few days for their answer before taking further steps.

I formed the impression from this interview that the Yamén were conscious of their bad

faith to me, though they tried to put as good a face as possible on the matter.

Next day I sent the Yamén a note, embodying my demands.

By September 3, on which day I had my next interview with the Tsung-li-Yamen, I was in a position to formulate exactly the demand upon the Chinese Government, in accordance with the telegraphic instructions of her Majesty's Government. The Ministers present were the Grand Secretary Li and Wang and Ching, the members of the Railway Board. With the exception of the Tientsin-Chingkiang line, which had been removed from the list as a subject for separate negotiation, all the lines mentioned in my note of August 21, I informed them, were demanded by her Majesty's Government in reparation for the Yamén's breach of faith. I adjured them not to be led away by an idea, fostered perhaps by her great forbearance, that Great Britain could be regarded as of little account and could be treated with impunity. If she were forced to assert herself she would do so speedily and in a way that China would bitterly regret. I again hinted at the strong instructions of her Majesty's Government, which I had not yet disclosed to them, and which I was loth to communicate unless compelled. The Yamén were of course aware at this time of the concentration of our fleet. I added that I believed that the Prince and the Minister of the Yamén were not so much to blame for what had occurred, but that they had followed the lead and advice of Li Hung-chang, who, for reasons best known to himself, had chosen to show himself hostile to all British interests. The Grand Secretary was considerably disconcerted by my attack, and protested vehemently that for all that occurred, the whole Yamén were responsible.

The Ministers eagerly disclaimed any such thought. They objected to the words "breach of faith," and could not accept the term "reparation," but thought there would be no difficulty in coming to an arrangement as to the concession of railways. They disclaimed any intention of giving offence to Great Britain, and, after further discussion, it was agreed that the Yamén would write me a note to that effect, adding that of late there had been some misunderstandings, which had now been removed; and that as a work of friendship China consented to the foregoing demands.

With regard to the terms they deprecated the mention of the Belgian agreement as certain to be found fault with by other Powers, and it was finally arranged that the terms should be stated to be not inferior to those granted to any other line in China proper—that is, the 18 provinces, and excluding Manchuria. Chang T'ai-jen promised to send me this note in a few days, so soon as he could consult with Prince Ching, who had at the time sick leave for five days. I had the honour to report this arrangement to your Lordship by telegram on September 4, and received your Lordship's approval of the terms by telegram of September 7.

On September 7 I received the promised note, translation of which I enclose. The next day, as I have reported, the Grand Secretary Li was dismissed from the Yamén.

The concessions finally obtained by the Chinese Government of the British Ministry are fully set forth in my memorandum (No. 459, pp. 347-352) given by Sir Claude MacDonald to Lord Curzon. It contains a list of the concessions granted to other foreign Powers, as well as to ourselves. It is, however, scarcely necessary to quote it, as it merely confirms the detailed statements contained in an article published in *The Times* of February 15th, "Chinese Railway Concessions."

The Chinese Government having announced after the *Empire of India* its determination not to grant any further railway concessions, Lord Salisbury telegraphed the following instructions to Sir Claude MacDonald on December 20th (No. 452, p. 328):—

You should inform the Chinese Government that her Majesty's Government claim, in the event of their revoking their present resolve not to entertain any more proposals for railways, priority of consideration by the Chinese Government of all British applications already made.

On the question of the extension of the international settlement at Shanghai and the French demand for an extension of their exclusive jurisdiction, Lord Salisbury instructed Sir C. MacDonald to demand (No. 466, p. 336) that the Chinese Government, whilst refusing the French demand to offer an addition to the international settlement in which French applicants for land would be accommodated.

"The inclusion of British-owned property in the French settlement," his Lordship added, "would cause great dissatisfaction in commercial circles here, and the safeguards offered might on some pretext be withdrawn later on."

Sir C. MacDonald replied on December 19th in the following telegram (No. 459, p. 328):—

I had an interview with the Yamén yesterday respecting the demand made by M. Richon to extend the French settlement at Shanghai, and informed them of the advice tendered in your Lordship's telegram of December 9th.

This advice I strongly urged them to follow, and they said they were perfectly willing to do so, but they were restrained by fear of the French, who had demanded with threat and in exchange for the cemetery belonging to the Ningpo Guild.

I persuaded them to wait for a few days before agreeing to the terms of the French Government, and I informed them that her Majesty's Government would not submit to hand over the cemetery to the French, but would hand over to the control of another Power.

The Vice-roy at Nanking is receiving moral support in resisting the French Consul's threats from the presence at that place of two of her Majesty's ships of war.

Lord Salisbury on the next day sent further instructions to Sir Claude MacDonald (No. 433, pp. 328-329):—

With reference to your telegram of the 19th inst. respecting the proposed extension of the French settlement at Shanghai, we cannot accept the proposal, as it would hand over to the French the land which we have granted to the French, leaving us to negotiate with France as regards British-owned property therein.

Inform Yamén that we protest against any cession to France of land owned by British subjects at Shanghai without previous agreement with us, and until we have consented thereto. In maintaining this attitude they will be supported by us, and any departure from it we shall resent.

Would it be impossible for the Chinese Government to expropriate the Ningpo Guild and hand over the cemetery to the French? According to Mr. Brennan's despatch of September 18th to you the French seem to have some ground for complaint as regards the nuisance entailed by the cemetery.

The Tsung-li-Yamen having made some suggestions for a compromise, Lord Salisbury telegraphed again (No. 440, p. 331) on December 24 to Sir Claude MacDonald that "no matter what regulations we cannot agree that any British property should be given over to be administered by the French, and in refusing this demand we will support the Chinese materially," and on January 3 his Lordship sent further and still more categorical instructions as follows (No. 434, p. 341):—

With reference to your telegram of the 2nd inst., I have just received a map showing foreign settlements. For several reasons the present proposal of the Chinese Government is open to strong objection:—

1. By this scheme the property of British subjects is practically placed under French government, leaving them to defend themselves as best they can.

2. By giving the French Government a new exclusive jurisdiction the Chinese Government great them a favour not accorded to other nations.

3. The proposal is at variance with the undertaking given by the Chinese Government last summer as to the non-alienation of any territory lying in the Yang-tze region to another Power.

Her Majesty's Government must therefore absolutely decline to consent to the arrangement, and you should warn the Chinese Government that the issue of any such order will be a violation of the rights of this country.

It would be well to ask the Admiralty to send another ship to Shanghai.—*Times*.

NOTES FROM HOME PAPERS.

THE POPE AND THE DREYFUS CASE.

During an audience granted to a French journalist, the Pope referred to the agitated state of public opinion in France over the Dreyfus case. He spoke in eloquent terms of the nation's glorious history, and her place among the peoples, and made a touching appeal to the Republic to maintain its traditions of justice and civility.

COST OF THE SPANISH-AMERICAN WAR.

Some striking, not to say sensational, figures have been published by the United States Adjutant-General. His statistics show that, during the recent war, the losses on the American side were 329 killed in action, 125 dead from their wounds, and 5,277 from exposure and disease. When it is remembered that there were never more than 20,000 United States troops in Cuba, the deadly character of the Cuban climate is seen in its true colours.

TAI-LEEN-WAN.

A St. Petersburg correspondent of the *Daily Mail* has good authority for stating that Tai-leen-wan will be opened as a free port after the completion of the Manchurian railway, as Russia is desirous of creating trade.

The opening will take place in 1902. At present Russia is taking measures for the fortification of the Elliot group of islands, and the island of Hai-yun-Tai, which lie off Tai-leen-wan, in order to protect the east coast of the Liaotung peninsula. On the latter island a harbour will be made in Thornton Bay.

A TELEGRAPHIC BLUNDER.

Residents of Shanghai and Hongkong, says the *L. & C. Express*, will appreciate the following telegraphic despatch from the Marquis of Salisbury to Sir C. MacDonald. The ordinary public will, of course, fail to appreciate the joke played on the well-known firm. The wire reads:—"Foreign Office, July 9, 1898. Is it true, as stated by Johnson Stokes, and master of 'Shanghai' in a telegram to a firm here, that Sheng informs them that he cannot negotiate for the Hankow-Canton line as it has been granted in a prior contract, presumably to the Belgian Syndicate, the firm here says?"

COUNTRESS RUSSELL.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HIROSHIMA MARU S. Yoshizawa	BOMBAY, VIA SINGAPORE, and Rangoon	18th April, at Noon.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP	20th April, at 1 P.M.
KASUGA MARU E. W. Harpell	YOKOHAMA, KOBÉ, and YOKO	20th April, at 1 P.M.
YAWATA MARU A. E. Moore	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	20th April, at 1 P.M.
KINSHI MARU W. Brady	SEATTLE, WASH., U.S.A., and VICTORIA, B.C.	21st May, at 4 P.M.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON, and ANTWERP	21st May, at 4 P.M.

For further information as to Freight, Passage, and other matters, apply at the Company's Local Branch Office at No. 2, Prince Street.

A. S. MIHARA, Manager.

Hongkong, 13th April, 1899.

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN
Capital 2,000,000
13, Avenue d'Antin, Paris

Buildings and tramways, iron and steeling works, bridges and viaducts, wheels and axles combined, permanent bridges for railways, permanent and portable (Girder) bridges, iron and steeling works, bridges and viaducts, steam launches and steamships, boilers and steam engines, etc.

CONTRACTOR
For
Constructing and Repairing
Railways and Bridges

M. Oppenheimer & Co., Paris.

COMBUSTION

The human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses its flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon, the principle which enriches the blood, assists in building healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human system that keeps the body healthy and robust when all other food is of no avail.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTER, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.PRINCE CENTRAL HONGKONG
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUPE'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1899.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audouin. Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, AND SPYGLASSES.
Nos. 51 & 56, Queen's Road Central.

MEE CHEUNG,
PHOTOGRAPHER.

Top Floor of Tel. House, 48,
Ice-house Road.

IS now in position, in his new and commodious
Premises, to receive as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September, 1898.

CAROLINE MACENARIUS
DRESSMAKER FOR OVER 20 YEARS.
(With the Utmost Success.)

Highly reliable preservative for Wood
against White Ants, Decay, Fungus
and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899.

KUHN & KOMOR,
JAPANESE-PAINT ART CURIOS.

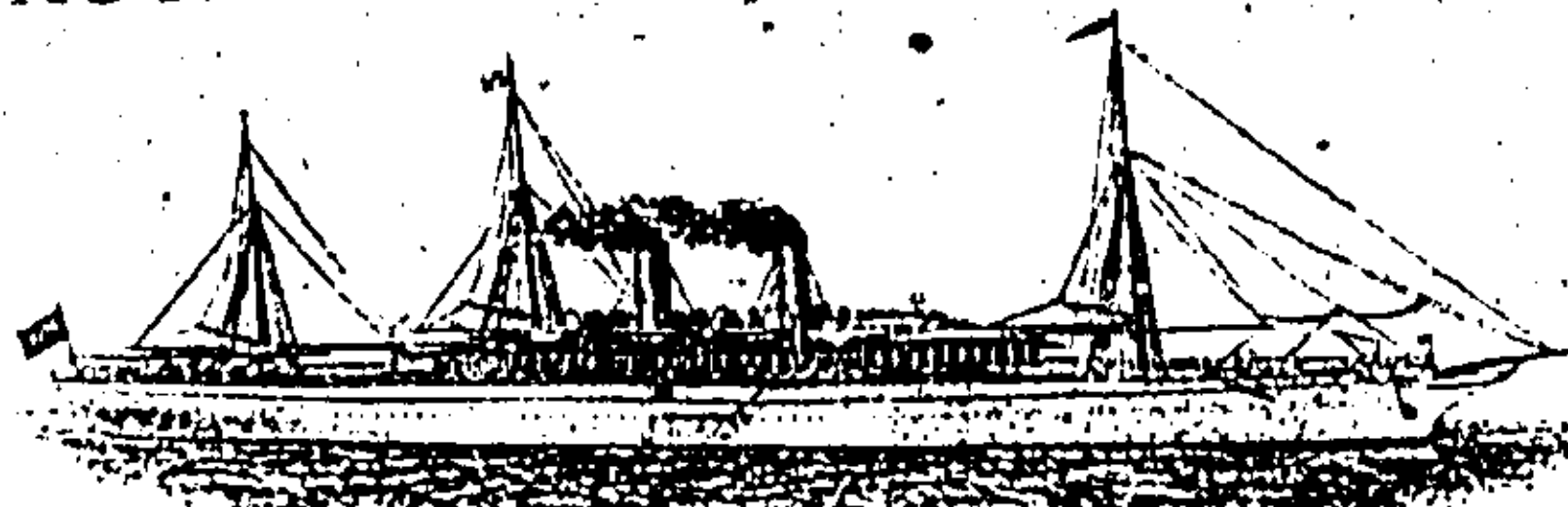
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBÉ.

Hongkong, 15th March, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, AND VICTORIA, B.C.
Twin Screw Steamships—6000 Tons—10000 Horse Power—Speed 19 knots.

PROJECTED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th April, 1899.
EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.
EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 27th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given free of charge.

Passengers booked through to all principal ports, and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES. First-class only, granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 13, Robinson Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, Tuesday, 25th April, at Noon.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, Saturday, 20th May, at Noon.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, Tuesday, 13th June, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 25th April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany, to all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates, first-class only, are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the Service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Europe, Central and South America, by the Company's connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.
Hongkong, 11th March, 1899.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Prince Central.

Head Office—TOKIO.
Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents:—
Mitsui Coal Mines.
Onoda Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kaneaguchi Cotton Spinning Mill, Japan.
The Mitsui Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896.

THE LEADING CATERERS.

COMPARE OUR
MEMU, BILLIARD TABLES and
LIQUORS to all others.

THE GRILL ROOM.
Hongkong, 1st September, 1897.

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passage
*DABELSBURG	HAVRE and HAMBURG	21st April	Freight and Passage
Pat.	(London with transhipment in HAMBURG)	23rd April	Freight
SERIEA	HAVRE and HAMBURG	23rd April	Freight
Schumann	(London with transhipment in HAMBURG)	About 2nd May	Freight and Passage
SAYOHA	HAVRE and HAMBURG	23rd April	Freight and Passage
Pat.	(London with transhipment in HAMBURG)	About 23rd May	Freight and Passage
HEIDELBERG	HAVRE and HAMBURG	23rd April	Freight and Passage
Schneider	(London with transhipment in HAMBURG)	23rd April	Freight and Passage
KONIGSBERG	HAVRE and HAMBURG	About 30th May	Freight and Passage
Christian-en	(London with transhipment in HAMBURG)	May	Freight and Passage

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATTCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmanthenshire, 2589, April 20
Carthage, 3602, about May 5
Belgian King, 3379, about June 20

THE Steamship "CARMANTHENSCHIRE" will be despatched for SAN FRANCISCO and SAN DIEGO VIA KOBÉ, YOKOHAMA and HONOLULU, on or about the 20th instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 1339
Hongkong, 11th April, 1899.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 2nd May, at Noon.

City of Rio de Janeiro, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 27th May, at Noon.

City of Peking, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Thursday, 22nd June, at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 2nd May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the Service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.
Hongkong, 21st March, 1899.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAMER FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich, Wednesday, 26th April.
Dresden, Wednesday, 24th May.
Sachsen, Wednesday, 21st June.
Bayern, Wednesday, 19th July.

ON WEDNESDAY, the 26th day of April, 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Clippert, with "MAILS," PASSENGERS, SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 24th April. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 25th April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 250 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further particulars, apply to MELCHERS & Co., Agents.

Hongkong, 20th March, 1899.

Printed and published by ETHELBERT FORBES, SKETCHLEY, at No. 6, Pedder Street, in the City of Victoria, Hongkong.